



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List

Revision: 13a
Date: 02/22/2011

VIKING AIR LIMITED

DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300

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U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300		REVISION NO: 13a DATE: 02/22/2011	PAGE NO: I
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3	10/02/1984	All Pages	
4	12/03/1984	Pages 30-2 and 61-1	
5	03/11/1985	Page 75-1, Item 1	
6	03/31/1987	34-3	
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11	06/22/1989	PREAMBLE	
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HIGHLIGHTS OF CHANGE			
Cover Page	Updated to Revision 13a.		
Table Of Contents	Updated to incorporate Revision 13a changes.		
Log Of Revisions	Updated to incorporate Revision 13a changes.		
Control Pages	Updated to incorporate Revision 13a changes.		
Highlights Of Change	Updated to incorporate Revision 13a changes.		
Guidelines (O & M)	(O) procedure for item 34-15-A-2 deleted as no item exists in MMEL.		
ATA 26-3	Number of Engine Fire Warning Bells installed revised to 1 to reflect actual aircraft configuration.		
ATA 33-6	Number of Taxi Lights installed revised to a variable number to reflect some field approved installations that installed a second light on the starboard side of the nose wheel fork.		
ATA 33-8	Optional second red rotating beacon on lower fuselage installed via SOO 6125 included as an optional item.		

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DEFINITIONS			

The definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 25, entitled "Policy Concerning MMEL Definitions," and from current FAA MMEL Policy Letter 70, "Definitions Required In MELs".

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PREAMBLE			

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 34, entitled “MMEL and MEL PREAMBLE”, or current FAA Policy Letter 36, entitled “14 CFR Part 91 MEL Approval & Preamble”, for Part 91 MEL approvals.

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Guidelines for (O) & (M) Procedures			

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

22-1	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
23-2-A	(O)	Operations procedure to ensure PA is not required by 14 CFR and to specify how passengers are to be briefed.
23-9	(O)	Operations procedure to establish and use alternate procedures. Applies to both provisos.
23-10	(O)	Operations procedure to ensure SATCOM Voice or Data Link operates normally, alternate procedures are established and used, and SATCOM coverage is available over the intended route of flight.
23-11-B	(M)	Maintenance procedure to ensure inoperative System is deactivated. Applies to both provisos.
24-6	(M)	Maintenance procedure to ensure no unsafe condition exists and a procedure to disconnect and secure the Battery Cable.
25-2-A	(M)	Maintenance procedure to ensure Seat is secured in the FULL UPRIGHT position.
25-2-B	(O)	Operations procedure to ensure baggage is not stowed under Seat with inoperative Restraining Bar, Seat is properly placarded, and Cabin Crew is alerted.
25-2-C-1	(M)	Maintenance procedure to ensure Seat is secured in the FULL UPRIGHT position if an Armrest is missing.
25-7-A	(O)	Operations procedure to ensure AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-7-B	(O)	Operations procedure to ensure EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.

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Guidelines for (O) & (M) Procedures

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| 25-7-C | (O) | Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit. |
| 25-9 | (M) | Maintenance procedure to ensure Container is EMPTY and access to the Compartment is SECURED. |
| | (O) | Operations procedure to ensure sufficient Waste Receptacles are available to accommodate all waste that may be generated on the flight. |
| 25-10 | (M) | Maintenance procedure to ensure acceptable cargo loading limits from an approved source are maintained. |
| 26-2 | (O) | Operations procedure on how to determine the System is properly charged. |
| 28-3 | (O) | Operations procedure to ensure the quantity of fuel on board meets the regulatory requirements for the intended flight. (One means for determining fuel quantity is: fill fuel tanks and calculate fuel burn from full tanks.) |
| 29-1 | (M) | Maintenance procedure to ensure no unsafe condition exists and Hydraulic System functions normally. |
| 30-11 | (M) | Maintenance procedure to ensure safe operation of the engine and aircraft with the Engine Inlet Deicing Boots inoperative. |
| 30-12 | (O) | Operations procedure to verify Pitot Heat System(s) operates normally. |
| 31-2 | (O) | Operations procedure to record elapsed flight time. |
| 32-2 | (O) | Operations procedure for preventing movement of the aircraft when stopped or parked. Applies to both provisos. |
| 33-3 | (M) | Maintenance procedure to ensure Lavatory is properly blocked and placarded and any affected Passenger Seat is not occupied. |
| | (O) | Operations procedure to ensure PA System operates normally and is used to notify passengers and cabin crew when Signs are placed ON or OFF. |
| 33-3-A | (O) | Operations procedure to ensure alternate procedures are established and used. |

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Guidelines for (O) & (M) Procedures

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|-------------|-----|---|
| 33-3-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-1 | (O) | Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. |
| | (O) | Operations procedure to ensure two Gyro or Compass Systems operate normally, and the airplane is operated with dual independent navigation capability. |
| | (O) | Operations procedure to ensure at least two Stabilized Directional Gyro Systems are installed and operate normally. |
| 34-10-A | (O) | Operations procedure to ensure current Aeronautical Charts are used, status and suitability of Navigation Facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified. |
| 34-10-B | (O) | Operations procedure to ensure current Aeronautical Charts are used, status and suitability of Navigation Facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified. |
| 34-14 | (O) | Operations procedure to ensure Autopilot with Altitude Hold is operative and enroute operations do not require use of the Altitude Alerting System. |
| | (O) | Operations procedure to ensure aircraft is operated with a Second in Command and enroute operations do not require use of the Altitude Alerting System. |
| 34-15-A-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-15-A-1-a | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-15-A-1-d | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR. |

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Guidelines for (O) & (M) Procedures

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|-------------|-----|---|
| 34-15-A-1-e | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally. |
| 34-15-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-15-B-1-a | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-15-B-1-d | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR. |
| 34-15-B-1-e | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-15-C-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-17 | (M) | Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos. |
| 34-18 | (M) | Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos. |
| 34-18-B | (O) | Operations procedure to ensure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System. |
| 34-18-C | (O) | Operations procedure to ensure RA Visual Display and Audio Functions are operative, and enroute or approach procedures do not require use of the TA Display System. |

Guidelines for (O) & (M) Procedures

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| 34-25-A-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally. |
| 34-25-A-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Warning and Flight Guidance System (Reactive) operates normally. |
| 34-25-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-25-B-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 36-1 | (M) | Maintenance procedure to secure Valve(s) in the CLOSED position. |
| 37-1 | (M) | Maintenance procedure to assure no unsafe condition exists which could affect the engine operation or other systems. |
| 46-1-A | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-B | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-C | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-D | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft. |
| | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft. |

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Guidelines for (O) & (M) Procedures

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| 52-3 | (M) | Maintenance procedure to secure the step in the RETRACTED position. |
| 61-1 | (M) | Maintenance procedure to deactivate the System and assure no other system is affected. |

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
21	AIR CONDITIONING					
1.	Air Conditioning System	C	1	0		
2.	Ventilation Fan	C	1	0		
3.	Flight Compartment Fans	C	2	0		
4.	Individual Cabin Louvers	C	-	-		
5.	Automatic Temperature Control	C	1	0	May be inoperative provided Manual Temperature Control is operative.	
6.	Manual Temperature Control	C	1	0	May be inoperative provided Automatic Temperature Control is operative.	
7.	Avionics Cooling Fan	C	1	0	May be inoperative provided: a) Avionics installation does not require Avionics Cooling Fan operation, and b) Circuit Breaker is secured in the OPEN (OFF) position.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
22 AUTOPILOT				
1. Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use.
2. Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot.
	B	2	0	May be inoperative provided Autopilot is not used.

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		4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS						
1.	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Emergency Power Source and not required for emergency procedures.	
2.	Passenger Address System (PA)					
A)	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	
B)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
3.	Static Discharge Wicks	C	-	-	One may be missing from the Rudder and one from the right Elevator.	
4.	Cockpit Speaker	C	2	0	May be inoperative provided two operative Headsets are available to flight crew.	
5.	Headsets	C	2	1	As required by 14 CFR.	

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DHC-6-200, DHC-6-300

REVISION NO: 13
DATE: 06/09/2010

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
6.	Cockpit Voice Recorder (CVR)				
A)	For Air Carrier And Commercial Operators				
1)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
B)	For Operators Other Than Air Carriers And Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.
7. ***	Recorded Passenger Briefing Unit	C	1	0	May be inoperative provided passengers are appropriately briefed.
8.	Boom Microphones				
A)	Cockpit Voice Recorder With Flight Data Recorder Installed				
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(e) or 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
(Continued)					

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	4. REMARKS AND EXCEPTIONS					
23 COMMUNICATIONS						
8. Boom Microphones (Continued)						
A) Cockpit Voice Recorder With Flight Data Recorder Installed (Continued)						
2) Cockpit Voice *** Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.		
B) Cockpit Voice Recorder Without Flight Data Recorder Installed						
1) Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(e) or 135.151(d)	A	-	0	May be inoperative provided repairs are made within three flight days.		
2) Cockpit Voice *** Recorder Not Equipped To Record Boom Microphones	D	-	0	Any in excess of those required by 14 CFR may be inoperative.		
9. Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
	D	-	0	May be inoperative provided procedures do not require its use.		
(Continued)						

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			4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS						
9. Selective Call Systems (SELCAL) (Continued)						
A) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
	D	-	0	May be inoperative provided procedures do not require its use.		
10. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.		
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.		
				NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.		

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
11. Emergency Locator Transmitter (ELT)				
A) Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
B) Fixed ELTs ***	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	A	-	0	May be missing provided repairs are made within 90 days.
	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided System is deactivated.
	D	-	-	Any in excess of those required by 14 CFR may be missing.

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	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL				
1. Deleted				
2. DC Generator Warning Lights	B	2	1	One may be inoperative provided corresponding Loadmeter is operative.
3. AC Inverters	B	2	1	One may be inoperative for day VMC.
	B	2	1	One may be inoperative for day and night provided flight instruments do not require AC power.
4. AC Inverter Warning Light	B	1	0	May be inoperative for day VMC.
5. Battery Temperature Warning System (Ni-Cad Battery)	B	1	0	Either the Warning Lights or the Temperature Indicator must be operative.
6. Auxiliary Battery	B	1	0	(M) May be inoperative provided Auxiliary Battery is disconnected from the Electrical System.
7. Auxiliary Power Source For Gyroscopic Pitch And Bank Indicator.	B	1	0	

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
1. Cockpit Shoulder Harness	B	2	1	Right side may be inoperative for operations not requiring a Second In Command provided Seat remains unoccupied.
2. Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.
A) Recline Mechanism	D	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the FULL UPRIGHT position.
	D	-	-	May be inoperative and Seat occupied provided Seat Back is immovable in FULL UPRIGHT position.
(Continued)				

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25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seat(s) (Continued)				
B) Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar.
C) Armrest				
1) Armrest With Recline Mechanism	D	-	-	(M) May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If Armrest is missing, Seat is secured in the FULL UPRIGHT position.
2) Armrest Without Recline Mechanism	D	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
3. Approved Flotation Equipment	C	-	-	As required by 14 CFR.
4. ELT				RELOCATED TO ITEM 23-11, REVISION 13.

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25 EQUIPMENT/ FURNISHINGS				
5. Non-Essential *** Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.
6. Avionics Cooling Fan				RELOCATED TO ATA 21-7, REVISION 13.
7. Emergency Medical Equipment				
A) Automatic External Defibrillator (AED) And/Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. (Continued)

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25 EQUIPMENT/ FURNISHINGS				
7. Emergency Medical Equipment (Continued)				
B) Emergency Medical Kit (EMK) And/Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
C) First Aid Kit (FAK) And/Or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
8. "Fasten Seat Belt While Seated" Sign Or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.

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25 EQUIPMENT/ FURNISHINGS				
9. Galley/Cabin Waste *** Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The Container is EMPTY and the access is SECURED to prevent waste introduction into the Compartment, and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.
10. Cargo Restraint *** Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided Cargo Compartment remains EMPTY.

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		4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION						
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and b) Required distribution is maintained.	
2.	Engine Fire Extinguisher Pressure/Thermal Indicators	C	4	0	(O) May be missing provided Fire Bottles are checked for proper charge before first flight of each day.	
3.	Engine Fire Warning Bells	C	1	0	May be inoperative provided both Fire Warning Lights are operative.	
4. ***	Cargo Compartment Fire Detection/ Suppression Systems	C	-	0	May be inoperative provided Cargo Compartment remains EMPTY. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.	

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		4. REMARKS AND EXCEPTIONS				
27 FLIGHT CONTROLS						
1. Aileron Trim Tab Indicator	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.		
2. Aileron Trim Control	C	1	0	May be inoperative provided: a) Tab is checked for NEUTRAL prior to each departure, and b) Aileron Trim Circuit Breaker is PULLED.		
3. Rudder Trim Tab (200 Series Only)	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.		

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		4. REMARKS AND EXCEPTIONS		
28 FUEL				
1. Fuel Boost Pumps	C	4	2	One Pump in each Tank may be inoperative provided: a) Circuit Breaker is secured in the OPEN position for the inoperative Pump, and b) Flight is restricted to 8000 feet MSL or below. NOTE: Four Pumps are required when operating with 100 percent aviation gasoline.
A) Auxiliary Fuel Boost Pumps	C	2	0	May be inoperative provided: a) Switch is in the OFF position, b) Auxiliary Fuel Boost Pump Circuit Breakers are secured in the OPEN position, and c) Auxiliary Wing Tanks are EMPTY.
2. Fuel Boost Pump Caution Lights	C	4	3	One may be inoperative with all Pumps operative.
A) Auxiliary Wing Tanks Pump Fail Light	C	2	0	May be inoperative provided: a) Switch is in the OFF position, b) Auxiliary Fuel Boost Pump Circuit Breakers are secured in the OPEN position, and c) Auxiliary Wing Tanks are EMPTY.

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			4. REMARKS AND EXCEPTIONS			
28 FUEL						
3. Fuel Quantity Gauges	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) Both Fuel Flow Indicators are operative, and c) Both Fuel Low Level Warning Lights are operative.		
A) Auxiliary Wing Tank Fuel Quantity Indicator	C	2	0	May be inoperative provided: a) Pilot visually confirms Wing Tank is FULL, b) Pilot monitors fuel flow from Main Tank to confirm Wing Tank EMPTY, and c) Both Auxiliary Wing Tank Fuel Pump Caution Lights must be operational.		
4. Fuel Low Level Warning Lights	C	2	1	One may be inoperative provided associated Fuel Quantity Gauge is operative.		
5. Fuel Control Sensor Tube Heaters	C	4	0	May be inoperative provided: a) Corresponding Circuit Breaker is secured in the OPEN position, and b) Aircraft is not operated with OAT below 0 degrees Celsius.		

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		4. REMARKS AND EXCEPTIONS				
29 HYDRAULIC POWER						
1. Hydraulic System Pressure Indicator		C	1	0	(M) May be inoperative provided Brake System Pressure Indicator is operative.	

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		4. REMARKS AND EXCEPTIONS				
30	ICE & RAIN PROTECTION					
1.	Surface Deicing System (Wing And Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2.	Intake Deflectors	C	2	0	Both May be inoperative provided: a) Inoperative Deflectors are verified in the RETRACTED or EXTENDED position. If verified in the RETRACTED position, the aircraft is not to be operated into known or forecast icing conditions, or in an environment of dust or sand, and b) Operation is conducted in accordance with the AFM.	
3.	Intake Deflectors Indicators	C	2	0	May be inoperative provided: a) Both Deflectors are operative, b) Proper Deflector position is confirmed prior to departure, and c) Deflector actuation is confirmed by Torquemeter Indicator.	
4.	Propeller Deicing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5.	Windshield Deicing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6.	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	

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				4. REMARKS AND EXCEPTIONS		
30 ICE & RAIN PROTECTION						
7. Pitot Heaters	B	2	0	Left unit must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. Two heated Pitot Tubes are required for these conditions if a second Airspeed Indicator is installed and operative.		
8. Automatic Surface Deicing System Function	C	1	0	May be inoperative provided the Manual Function is operative.		
9. Stabilizer Deice Pressure Indicator Lights	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
10. Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
11. Engine Inlet Deicing Boots	C	2	0	(M)		
12. Pitot Heater Indicator Lights	B	2	0	(O) May be inoperative provided all other elements of the Pitot Heat System operate normally and the airplane is not operated in known or forecast icing conditions.		
13. Pitot Heat Indicating Systems (Not Required By The Certification Or Operating Rules)	C	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.		

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		4. REMARKS AND EXCEPTIONS			
31	INDICATING/ RECORDING SYSTEMS				
1.	Clock With Sweep Second Hand Or Electric Digital Clock	C	1	0	May be inoperative for VFR operations.
2.	Flight Hour Recorder	C	1	0	(O)
3.	Engine Hour Recorder	C	1	0	
4.	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
(Continued)					

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31 INDICATING/ RECORDING SYSTEMS				
4. Flight Data Recorder (FDR) System (Continued)				
A) FDR Recording Parameters Required By 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
B) FDR Recording Parameters Not Required By 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance visit.
C) Flight Data Recorder (FDR) For An Operator Other Than A Holder Of An Air Carrier Or Commercial Operator Certificate	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.

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		4. REMARKS AND EXCEPTIONS				
32	LANDING GEAR					
1.	Brake System Pressure Indicator	C	1	0	May be inoperative provided Hydraulic System Pressure Indicator and Brake Accumulator Pressure Indicator are operative.	
2.	Parking Brake	C	1	0	(O) May be inoperative provided Normal Braking System is not affected.	
		C	1	0	(O) Wheel Chocks will be used if Parking Brake is inoperative.	

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		4. REMARKS AND EXCEPTIONS		
33 LIGHTS				
1. Cockpit Flight Compartment And Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
2. Cabin Light System	C	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.
3. Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated Passenger Seat or Lavatory is not occupied from which a Passenger Lighted Information Sign is not readily legible, and b) Associated Seat or Lavatory must be blocked and placarded – DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers. (Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
			2. NUMBER INSTALLED	
			3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
33 LIGHTS				
3. Passenger Lighted Information Signs (Continued)	C	-	-	(O) May be inoperative and associated Passenger Seat or Lavatory may be occupied provided: a) PA System operates normally, and b) PA System is used to notify passengers and cabin crew when associated Sign(s) are placed ON or OFF.
A) All Cargo, Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated Sign(s) are placed ON or OFF.
B) For 14 CFR 91 Operations Not Requiring Use Of PA System Or A Cabin Crew Based On Certified Seating Configurations And/Or Payload Capabilities				
1) Passenger Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify Cabin occupants.
4. Wing Ice Lights	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions at night.
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
33 LIGHTS				
4. Wing Ice Lights (Continued)	C	-	0	May be inoperative provided: a) Aircraft is equipped with an approved Ice Detection System, and b) Ground deicing procedures do not require use of Wing Ice Lights.
	C	2	1	One may be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require use of Wing Ice Lights.
5. Landing Lights	C	2	0	May be inoperative for day operations.
	C	2	0	One may be inoperative for night operations provided Taxi Light is installed and operative.
6. Taxi Light	C	-	0	May be inoperative for day operations.
7. Position Lights	C	3	0	May be inoperative for day operations.
8. Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
*** Red rotating Beacon on Lower Fuselage	C	1	0	
9. Strobe Lights Light *** System	C	2	0	
10. Cabin Emergency *** Lights	C	-	-	
11. Stall Warning Light	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM			REPAIR CATEGORY				
			2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS AND EXCEPTIONS				
12. Pulse Light System ***			C	-	-		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
1. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operative, and used in conjunction with approved Free Gyro navigation techniques.
2. Gyroscopic Rate Of Turn/Slip Skid Indicators	B	2	0	Must be operative on left side for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights.
3. Vertical Speed Indicators	B	2	0	As required by 14 CFR.
4. ATC Transponders And Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
4. ATC Transponders And Automatic Altitude Reporting Systems (Continued)	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
A) Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
B) ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
5. Flight Director System	C	1	0	May be inoperative provided approach minimums are not based on its use.
6. Marker Beacon System	C	1	0	May be inoperative provided approach procedure does not require its use.
7. Radio Altimeter	C	1	0	
8. Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.
9. Navigation Equipment (VOR/ILS, LORAN, RNAV, VLF/OMEGA, INS, DOPPLER, GPS, FMS)	C	-	-	As required by 14 CFR.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
10. Navigation Databases				
A) Flight Management System Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
B) Navigation Management System Navigation Databases	C	-	-	(O) May be inoperative provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
11. Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
12. Radio Magnetic Indicator (RMI)	C	1	0	As required by 14 CFR.
13. Automatic Direction Finder (ADF)	C	1	0	As required by 14 CFR.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
14. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold, and Altitude Capture operates normally, b) Enroute operations, i.e. RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.
	C	-	1	
A) Aural Alert	C	-	0	May be inoperative provided: a) Visual Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.
B) Visual Alert	C	-	0	May be inoperative provided: a) Aural Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.
	C	-	0	May be inoperative provided Enroute operations, i.e. RVSM, do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
15. Terrain Awareness And Warning System (TAWS)				
A) Class A TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
15. Terrain Awareness And Warning System (TAWS) (Continued)				
A) Class A TAWS Equipment (Continued)				
1) Ground Proximity Warning System (GPWS) (Continued)				
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
1) Ground Proximity Warning System (GPWS) (Continued)				
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
3) Terrain Displays	C	-	1	
	B	-	0	
4) Runway Awareness *** And Advisory System (RAAS)	C	1	0	
B) Class B TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
34 NAVIGATION						
B) Class B TAWS Equipment Required (Continued)						
1) Ground Proximity Warning System (GPWS) (Continued)						
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.		
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.		
c) Modes 2, 4 & 5 ***	C	3	0			
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.		
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.		
e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
				(Continued)		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
34 NAVIGATION				
17. Traffic Alert And Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use.
18. Traffic Alert And Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) System is not required by 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use.
A) Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA Visual Display is operative on flying pilot side, and b) TA and RA Audio Functions are operative on flying pilot side.
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
		2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS AND EXCEPTIONS			
34 NAVIGATION						
18. *** Traffic Alert And Collision Avoidance System (TCAS II) (Continued)						
B) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.		
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) Visual Display and Audio Functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.		
C) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA Visual Display and Audio Functions are operative, and b) Enroute or approach procedures do not require its use.		
D) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.		
E) *** Airspace Selection Function	C	-	0			
19. Altimeters, Barometric Pressure Adjustable (Single Pilot Only Cargo Operations)	B	2	1	May be inoperative on right side provided a functioning Pneumatic Altimeter, adjustable for barometric pressure, is installed and available to the pilot.		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
34	NAVIGATION					
20.	Airspeed Indicators (Single Pilot Only-Cargo Operations)	B	2	1	May be inoperative on right side provided a functioning Pneumatic Indicator is installed and available to the pilot.	
21.	Gyroscopic Pitch And Bank Indicators (Single Pilot Only-Cargo Operations)	B	2	1	May be inoperative on right side provided two independent power sources are available to drive the left side instrument.	
22.	Gyroscopic Directional Compass Systems (Single Pilot Only-Cargo Operations)	B	2	1	May be inoperative on right side provided two independent power sources are available to drive the left side system.	
23.	Skywatch Traffic Advisory System	C	1	0		
24.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
25. Windshear Detection, Guidance And Avoidance System				
A) Installation Required By 14 CFR				
1) Windshear Warning *** And Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Windshear Detection *** And Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
			2. NUMBER INSTALLED	
			3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
25. Windshear Detection, Guidance And Avoidance System (Continued)				
A) Installation Required By 14 CFR (Continued)				
2) Windshear Detection *** And Avoidance System (Predictive) (Continued)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.
B) Installation Not Required By 14 CFR				
1) Windshear Warning *** And Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2) Windshear Detection *** And Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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		2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS AND EXCEPTIONS			
34 NAVIGATION						
26. Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.		
A) Link And Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.		
B) Cockpit Display And Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.		
C) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen Display is acceptable to the flight crew.		
D) Data Link Transmitter(s)	D	-	0			
E) Data Link Receiver(s)	D	-	0			

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
35 OXYGEN						
1. Oxygen System (Passenger)		C	-	-	As required by 14 CFR.	
2. Protective Breathing Equipment (PBE)		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
36 PNEUMATICS						
1. Bleed Air Systems		C	2	0	(M) May be inoperative provided: a) Corresponding Bleed Air Valves are confirmed CLOSED, b) Aircraft is not operated in known or forecast icing conditions, c) Autopilot is not used, and d) Flight instrument operation does not depend on either Bleed Air System.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
37 VACUUM						
1.	Engine Air Pumps	C	2	1	(M) One Pump may be inoperative for day VMC.	
2.	Low Suction/Pressure Caution Light	C	1	0	May be inoperative provided Low Suction Indicator is operative.	
3.	Instrument Pressure Indicators	C	2	1	One may be inoperative for day VMC.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
46 INFORMATION SYSTEMS						
1. Electronic Flight Bag *** Systems (EFBs)						
A) Class 3 EFBs ***	C	-	-	(O) May be inoperative provided alternate procedures are established and used.		
	D	-	0	NOTE: Any function, program or document which operates normally may be used.		
B) Data Connectivity *** (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.		
	D	-	0	May be inoperative provided procedures do not require its use.		
C) Power Connection *** (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.		
	D	-	0	May be inoperative provided procedures do not require its use.		
D) Mounting Device *** (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.		
(Continued)						

U.S. DEPARTMENT OF TRANSPORTATION				
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300			REVISION NO: 13 DATE: 06/09/2010	PAGE NO: 46-2
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
46 INFORMATION SYSTEMS				
1. Electronic Flight Bag *** Systems (EFBs) (Continued)				
D) Mounting Device *** (Class 2) (Continued)				
	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300			REVISION NO: 11d DATE: 02/10/1997		PAGE NO: 52-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
52	DOORS					
1.	Door Open Warning Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all Doors are LATCHED prior to each takeoff, and b) FASTEN SEAT BELT Sign remains ON.	
2.	Passenger Door Strut	C	1	0		
3.	Air Stair Door Bottom Sliding Step	C	1	0	(M)	

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AIRCRAFT: DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300			REVISION NO: 12 DATE: 09/10/2002		PAGE NO: 61-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
61	PROPELLERS					
1.	Beta Backup System – PT6A-27	C	1	0	(M) May be inoperative provided: a) Beta Backup System is DEACTIVATED, and b) Propeller Reverse is NOT selected.	
2.	Auto Feather System And Indicator Lights	C	1	0	May be inoperative provided AFM procedures are followed.	
3.	Synchronizer System	C	1	0		
4.	Propeller Reset Caution Lights	C	1	0	May be inoperative provided Propeller/Throttle Mechanical Interlock per Mod 6/1223 is installed and operative.	

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AIRCRAFT: DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300			REVISION NO: 13 DATE: 06/09/2010		PAGE NO: 75-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
75 BLEED AIR					DELETED, REVISION 13. See ATA 36-1.	
1. Bleed Air Valves						

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AIRCRAFT: DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300			REVISION NO: 12 DATE: 09/10/2002		PAGE NO: 79-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
79 ENGINE OIL						
1. Low Oil Pressure Caution Lights		C	2	1		